

1874
 Charthouse
 1874
 Hoening's Catary Coruiss
 Dr. Slegent's Angostura
 Bitters, &c.
 PRICES ON APPLICATION.
 A. S. WATSON & CO., LD.
 THE HONGKONG DISPENSARY,
 RAFFLES BUILDING, A.D. 1841
 Hongkong, 4th February, 1897.

impression would, we think, meet the case; the reply would probably be in the negative in any case. Then a further question as to whether the Government would guarantee that any extraordinary expense, reasonably justified, would not be thrown on the officer; incurring it, would surely have to be answered in the affirmative; and there his insane device would drop—dead. It

Yonglo	Saloon
Yoyang	Shanghai
Yuefo	Swatow
Aggregating 1,000 tons register,	

...are awaiting trial

respective of diplomas, licenses, &c., as to the bar. Impositors using titles which do not belong to them should be punished, but there should be no restriction in choosing either a medical attendant or a person to appear in the law courts. *Convex emblem* is the principle that should govern this branch of protected trade, and may be so universally much sooner than is anticipated.

4. The Imperial Edict of the 8th of the sixth month (December) 1842, says:

"The English ever since the Opium interdiction have been vacillating in their conduct. It is necessary for consistent with dignity to continue to permit their trade. The trade of

10-DAY'S SHIPPING RETURNS.	
Inward.	
Halohong	teamer, from Moji.
Yu Ping	" " Canton.
Yunfo	" " Canton.
Yungfah	" " Halohong.
Chuanan	" " Swatow.
Yokien	" " Kobe.
Palmes	" " Kobe.
Aggregating 5,359 tons register.	
Outward.	
Yucola	teamer, for Hobe.
Yunfallok	" " Shengtal.
Yunwalder	" " Saigon.
Yemao	" " Swatow.
Yu Ping	" " Shengtal.
Yung Bang	" " Hobe & Co.
Yungfah	" " Port Darwin.
Yungfah	" " Saigon.
Yungfah	" " Saigon.
Yungfah	" " Swatow.
Aggregating 11,099 tons register.	

customs duties is of no importance to us. Our Dynasty, conceding foreigners, has shown kindness exceedingly deep, but the English, instead of being grateful for this, have indulged in ferocious violence, so that they are in the wrong, whilst we are in the right. As all the world must know, as they have placed themselves outside the pale of our favour, they are not entitled to pity. Let therefore the English trade be at once stopped."

By this edict one can clearly see that the trade was stopped because the English "ever since the Opium interdiction have been vacillating in their conduct." I would recommend those of my readers who take an interest on this subject to read this book. It is entitled "A Chinese account of the Opium War" by H. E. Parker, published by Kelly and Walsh, Ltd., price, 75 cents. I am sure they will find in it many interesting passages from a writer who, through his work, has been very impartial indeed.

In another work, "Records of China and Western Relations," or "China's intercourse with Europe" (Si Chung Ki-Shi), on page 55, I find—
"When the English cultivated the poppy they did so as a drug; but as its demand for smoking purposes increased in China, their revenue from this source gradually increased to over ten millions a year. At first it was only used as a drug in China, and was taxed at the rate of one-tenth per cent. Nothing was heard of it at Canton, until about the end of the reign of the Emperor Kien-Long (1795-1820) forbad it to be used and removed it from the list of taxable articles. In consequence of which the importation became clandestine, and the price enhanced."

The Hongkong Daily Press, after using all the rhetoric available to show that the war of 1840 was not caused by Opium, without much resort falls back upon the second war and again takes Mr. Lay as an authority.
The real question at issue was or was not the first war between Great Britain and China caused by the attitude of the former in attempting to force opium on the Chinese, much against the will of the governing authorities? I think I have in my previous letter and in the present one in some way proved that it was.

I trust I have succeeded in showing to the writer of the leader in yesterday's Daily Press of that.

"A man convinced against his will" (though quoted by him as a passage from "Hudibras," when it is not, and I think he had better peruse Butler's immortal work and satisfy himself as to his mistake) "is of his own opinion still."

Thanking you in anticipation for the publication of this,
I remain, Sir,
Yours faithfully,
A STUDENT OF HISTORY.
Hongkong, 4th June, 1892.

GOLD MINING IN BENGALE.

FURTHER REVELATIONS.

Some days ago we quoted from a Calcutta paper a report on the Sonapat mine strike, which is now further dealt with by the Pioneer (of Allahabad) as follows:

"The mine has actually taken part in Bengali gold mining, and will be some what dumb-founded by a circular which the Directors of the Sonapat Gold Mining Company, one of the most promising of all, have just issued to their holders. Not, perhaps, since the early prospecting days in Australia and the Far West, certainly never in the annals of Indian joint-stock enterprises, has so disgraceful a story of mismanagement and misdeeds been unfolded in the pages of a 'sensational' novelist. There have been from the first certain aspects of the gold boom in Calcutta to which even critics who are not the strictest puritans in things commercial, might easily take exception; but no one dreamt of deliberate and carefully planned roguery. Briefly, the story which the Directors have to tell is as follows:—Some time last month Mr. Von Moos, the engineer in charge at the Sonapat mine, was called down to Calcutta, and while dining with one of the Directors, confessed to having with Mr. Quillet, the clerk in the employ of Messrs. Heigens, the Managing Agents, who had charge of all correspondence connected with the mine; that they had coloured the reports sent down from the mine to the office; and that on several occasions Mr. Quillet had taken gold up for Mr. Von Moos to mix with the ore obtained from the mine, and to be sent down to the office, and to be sold as genuine gold."

"The following interesting statements, interspersed with the following interesting statements, are given in the following reference to the Hongkong Association:—
"The Hongkong Association of Masters and Officers having, in the most praiseworthy and energetic manner, promoted and piloted through the Colonial Legislature a Bill to regulate and limit Sunday labour in that colony (for which, the then Governor, Sir William Des Voeux, has been heartily congratulated by the Hongkong and the British Associations), the ratification of that legislation was necessary by the Home Government, and, as an attempt was being made to undo the good work, your Council made an urgent representation to the Colonial Office in its favour, and it is most gratifying to report that not only has the Hongkong Act been confirmed, but other colonies and India have been moved to adopt similar legislation."

"Gallantry at sea has always been a subject upon which your Council, as practical men, have felt a deep interest, and, when the exploits of our brave men have been brought to their notice a suitable recognition has followed. During the past year medals and votes of thanks have been awarded to four members, the particulars of which have appeared in the organ of the Association."

"The questions of discipline at sea; the status of foreign subjects holding Board of Trade certificates without being required to obtain letters of naturalization; the better lighting and marking of the Buteo; the proposed and proposed of master, commander, and captain suggested to the Board of Trade, and by that department circulated for the opinions of the officers and officers, together with raising the standard of examinations as to improve the service; the compulsory pension fund for seamen, together with many other subjects, have engaged the earnest attention of your Council and most of our members have been carefully considered, and, where practicable, action taken, by the Shipmasters' and Officers' Federation, which carries on important work jointly with kindred associations, and greatly assists in promoting Parliamentary action for the general welfare of the merchant service."

"Your Council congratulates the Association upon the enrolment of 600 new members (comprising 200 masters, 400 officers, one engineer, and three associates) and a very financial improvement, which indicates the growing interest and usefulness of the corporation."
"The employment bureau continues its highly valued work, of which the 305 applications from shipowners and the 136 registrations of members seeking employment are good evidence; and its great utility is generally acknowledged."
"The increasing favour of this medium with shipowners and the desire amongst a few employers to promote the more general improvement in the management of masters and officers, are encouraging features which your Council sincerely trust will not only be extended, but also accompanied by a corresponding improvement in profitable shipping business."

"That there should thus be a recognition of the fact that the scale of the certificated members of the merchant service is generally too low, especially amongst officers, at the same time that shipowners are becoming interested in the improved education of masters and officers may be taken as an indication that the forward movement is taking hold; and your Council indulges in the anticipation that both employers and employed in the mercantile marine are entering upon a mutually advantageous epoch."

THE AMOY BUND.

After five long weary months, we notice the bund is resuming somewhat of that active appearance it is wont to have. Coolies hasten backwards and forwards with boats of yam, or boxes of opium; cargo boats come alongside the bund to take in, or discharge, cargo from the North. Customs House officers rush about as if they mean to do some work; and above all, the sight which gladdens our heart the most is the carrying of tea from Messrs. Moellie & Co.'s magnificent boats into the godowns prepared for

its reception. Let us pass down the bund from top to bottom and see what is to be seen. Ah, what is this curious individual here sitting so contentedly on his small stool, having in front of him a curious arrangement of a pole, a sort of box with drawers in it, and a little basin with water in it above; and palmed very carefully in vermillion. Who is he? Let us see, let us call him drawers! Why here is some human hair in this, and scissors in this, and in this actually a razor. Of course, why didn't I think of it before; this is a disciple of Douglas & Co.'s New Bond street. A sharp fellow has the Chinese barber, got to be, to shave the number of men he does in a day. His charge is five cash one shave and shampooing. It is very funny to watch his stolid and unchanging countenance when some individual comes to him for a shave, with hair on his head half an inch high and resembling a bristly tooth brush, this being probably the growth of four to five weeks. He is invited to sit down, and the operation commences; out comes the huge razor, something not unlike a scythe, and with this terrible instrument he begins to mow off his hair, which has been previously drenched in cold water without any soap. The Chinese barber dreads the Sheffield razor, but to use his own scythe is his custom. His scythes too are of so curious a shape that they defy description.

Let us pass along leaving the cluster of hong kong men with their respective hog flags on their arms—who generally seem to find special attraction in the barber, instead of as they should, in the "chits" they are supposed to be carrying. Another knot of men—now what can their attraction be? Ah! this is the itinerant vendor of fried fish I have heard so much about. Yes, he has some delicious fish which is fried in kerosene oil, also some seaweed stewed in salt water, besides one hundred and fifty other things, so dear to the stomach of a Chinaman. Don't be afraid; just try it; yes, this fish is mean; by Jove, it isn't so bad as I should have thought. What shall I pay him? Two cash, thank you; good morning.

Here we knock against that sleepy fellow called the band policeman (?) who with the British flag on his arm walks about with a sort of "lord of all" survey. He is the most useless individual in the place, and whenever a row takes place is sure to keep his place "half a mile behind." Ugh, look at those dirty little rascals playing in the sewer by the side of the Custom House, and talking very vehemently to each other, in what the unsuspecting foreigner believes are sweet and gentle words (taught them by the missionaries); as a matter of fact, however, they are using the vilest and filthiest of oaths possible.

Is that a big firm or what? No, that is N. Moellie & Co., the shipcharters and storekeepers of this place; wonderful business that; looks after our rice, wine, soda water, &c. in fact we may say everything worth looking after in the place. That huge decayed tumble-down building you see there is the Yamen; if you will step inside you will see it is not quite so bad as the outside, though very nearly—very frequently is to be found a man in the cage hanging outside, and often one in the cage, maybe left there a week without food. Before closing we must not forget the vendor of sweets; the collection of choice confectioneries he has on his tray is wonderful, though perhaps a little unappetizing to look at. They all come from the same source, the sugarcane. There are numerous little things we might touch upon, but trust the foregoing will be sufficient and prove of interest to the reader. —Gassile.

MERCANTILE MARINE AFFAIRS.

THE LIVERPOOL ASSOCIATION.

At the annual meeting of the Mercantile Marine Service Association, which was held in the Liverpool Town Hall on the 3rd ultimo, the report of the Council, we read in the Liverpool Shipping Telegraph.

"The following interesting statements, interspersed with the following interesting statements, are given in the following reference to the Hongkong Association:—
"The Hongkong Association of Masters and Officers having, in the most praiseworthy and energetic manner, promoted and piloted through the Colonial Legislature a Bill to regulate and limit Sunday labour in that colony (for which, the then Governor, Sir William Des Voeux, has been heartily congratulated by the Hongkong and the British Associations), the ratification of that legislation was necessary by the Home Government, and, as an attempt was being made to undo the good work, your Council made an urgent representation to the Colonial Office in its favour, and it is most gratifying to report that not only has the Hongkong Act been confirmed, but other colonies and India have been moved to adopt similar legislation."

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"The questions of discipline at sea; the status of foreign subjects holding Board of Trade certificates without being required to obtain letters of naturalization; the better lighting and marking of the Buteo; the proposed and proposed of master, commander, and captain suggested to the Board of Trade, and by that department circulated for the opinions of the officers and officers, together with raising the standard of examinations as to improve the service; the compulsory pension fund for seamen, together with many other subjects, have engaged the earnest attention of your Council and most of our members have been carefully considered, and, where practicable, action taken, by the Shipmasters' and Officers' Federation, which carries on important work jointly with kindred associations, and greatly assists in promoting Parliamentary action for the general welfare of the merchant service."

"Your Council congratulates the Association upon the enrolment of 600 new members (comprising 200 masters, 400 officers, one engineer, and three associates) and a very financial improvement, which indicates the growing interest and usefulness of the corporation."
"The employment bureau continues its highly valued work, of which the 305 applications from shipowners and the 136 registrations of members seeking employment are good evidence; and its great utility is generally acknowledged."
"The increasing favour of this medium with shipowners and the desire amongst a few employers to promote the more general improvement in the management of masters and officers, are encouraging features which your Council sincerely trust will not only be extended, but also accompanied by a corresponding improvement in profitable shipping business."

"That there should thus be a recognition of the fact that the scale of the certificated members of the merchant service is generally too low, especially amongst officers, at the same time that shipowners are becoming interested in the improved education of masters and officers may be taken as an indication that the forward movement is taking hold; and your Council indulges in the anticipation that both employers and employed in the mercantile marine are entering upon a mutually advantageous epoch."

"New and commodious premises have been acquired over the present rooms, where ample facilities are provided for the members to pursue their studies and attain a higher proficiency in their calling; and a systematic course of lectures, classes, and general tuition has been outlined for the promotion of this work."

"The question of issuing certificates from this body to such masters and officers as have qualified under its education scheme is being considered by your Council, and the hope is indulged that such a diploma would be of advantage to its possessor."

"Your Council therefore confidently rely upon the hearty and enthusiastic support of the members to carry on a movement by practical measures for the best interests of practical men, and thus once more exhibit the ability of the Mercantile Marine Service Association to conduct to a successful issue an undertaking which naturally belongs to a body incorporated by Act of Parliament for this purpose—and either with or without extraneous aid."

Referring to the ancient laws governing the Mercantile Marine, the Mayor of Liverpool, who presided at the meeting, quoted the words of McLaren who, in his recently published treatise on the subject, states—"It is with feelings of chagrin and despair that I point to my appendix of statutory enactments in their heterogeneous bulk, sections over sections in wordy heaps, amendments of amendments of amendments, forming an obstruction to knowledge, bidding defiance to even the trained lawyer, (to say nothing of merchants or of seamen) in the way of the ascertainment of results, the effect being the frustration of any intelligible purpose of legislation." And he added, "Not only do I take up the question in a thoroughly business like manner, all that the Mayor of Liverpool or any other individual may say will have no effect whatever on British legislators who are, almost without exception, either shipowners or shareholders in shipping companies, which is much the same thing."

THE HONGKONG SHARE MARKET.

We reproduce below an article on the "Hongkong Share Market" from the London and China Express of May 6th, so that during the calm and hallowed hours of to-morrow our readers may peruse it and ponder. On Monday we will, we think, take a critical look at it. To-day we have only space to give the enterprising of Cohen and Georg (including one Hercules John Scott) another free advertisement, which will, we venture to say, be as valuable as that given them in our London contemporary:—

It is an ungracious task to have to remind people of their losses, even though these may largely consist of depreciation on paper only. It is therefore an unpleasant duty to call attention to the very considerable fall which has occurred in Hongkong shares, in nearly all securities that are locally dealt in, and to a very considerable extent locally owned. Not that Hongkong is singular in this respect and, if it is only a consolation to know, it is only suffering in common with almost every financial centre in the world. It is only a week or two ago that a remark was made at the annual meeting of one of the Eastern banks that this year would prove more disastrous to the East than the year 1886. The warning voice has been sounded, and there is no doubt that all prudent men have drawn in, and are keeping their commitments at the lowest scale possible. There seems to be a disposition here to think, and hope, that the general legitimate trade of the country is better, though this amelioration has not extended as yet to matters financial. The enormous depreciation which has occurred in Hongkong really only reflects what has taken place here and the present condition of the market. Banks, rates and the large balance held unemployed by most of banks. This betokens a complete lack of speculation, and shows that those who have money are simply sitting tight on it and refuse to circulate it, containing themselves with "possibly 1 per cent. in many cases, and awaiting, like Mr. Micawber, for something to turn up. The company-promoter has ceased to draw; and "charms be never so wisely" they will have none of him. The exceptional means which have been taken to ward off the inevitable have had the effect of making the drop in prices gradual; but the same causes have tended to delay the return of the tide.

The by-no-means singular depreciation which has occurred at Hongkong is strongly brought to our notice by the circular of Messrs. Co'en and Georg, brokers, of Hongkong, dated March 10th last, which shows a considerable depreciation on nearly all stocks, the aggregate decrease being \$18,388,000 in round figures, as against quotations on the 1st of January. The whole of this depreciation does not fall on China and Japan alone, for some considerable quantities of the shares are held here, and on these the fall is \$1,995,000, leaving a net sum of \$13,393,000 as the portion of depreciation of shares dealt in in Hongkong, though of course the vast portion of China, Japan, and the Straits have holdings in the securities. We find on the list some fifty-five companies, and of these half, or twenty-eight, paid no dividend for 1891, whilst one is now in liquidation, and the rest are very good food for reflection, and serve to point out that of the many crises through which Hongkong has passed during the fifty years of its existence as a British colony, the present is the most severe, as it is the most prolonged. It is now getting on for two years since the downward movement commenced, and except for slight temporary halts, it has continued since. This means that those who are in any way committed beyond what they can lock up and leave until things get better, will have to succumb. Many have had to do already, as the prolonged depression forced them out, and so long as the present condition lasts others will be pitched more severely, and may have to meet the inevitable. ("May" is good.—Ed. H.K.T.): Much money has gone out of the colony in various enterprises, which have, as yet, paid no dividends, and the colony is for the moment impoverished to this extent. Hence, the only return that this expenditure has left so far, but in some cases they hope, which we venture to think will justify themselves. As in this country, however, there will remain money in the colony, but again, as here, it is not circulated, and the owners are either waiting for what is the bottom, or else they are too timid to use it. There are at the present moment many stocks of dividend-paying companies which can be bought at a price to yield nearly half as much again as they did at the prices of two years ago. Most of these are sound concerns, and in their anxiety to get them too cheap they have given up the price. Many have lost their opportunity. Much buying could undoubtedly be done which would do no speculation, but which would yield good returns of 8 to 10 per cent. per annum.

A CHIEF JUSTICE ON JURIES.

Chief Justice Lilley, of Queensland, has broken out in a fresh place, and publicly demands to know why juries should be locked up while conducting their verdicts. He denounces the practice as an arbitrary invasion of the rights of free citizens, and scornfully wonders why, for consistency's sake, the same treatment is not meted out to judges. If the analogy between the position of the judge and the jurymen will stand the Chief Justice will have to look to his own consistency. Jurymen are arbitrarily taken away from their business at no matter what loss and compelled to attend to the public business of administering justice without adequate remuneration. If Chief Justice Lilley approves of this, and can see no difference between judges and jurymen in the matter, he must be prepared to advocate forcibly taking barristers out of their chambers and making them act as judges on the same terms. He is on that reasoning, clearly inconsistent when he requires full pay for his services in the court, while the jurymen have to give his time for something next to nothing. It is just as much an invasion of the citizen's liberty to go to his workshop, or his office, or his warehouse, and haul him away to the jury-box to hear evidence, as it is to lock him up in a room while he considers it. The object of bringing him to the box is to exact a public duty, and if he is to be asked to render it at all, consistency requires that he should be asked to render it efficiently. Chief Justice Lilley's consistency, on the strength of which he rises to sneer at that of other people, would stop half-way. He has nothing to say against that interference with a citizen's liberty by which he is compelled to undertake the duties of a jurymen, but he rises to protest when it is carried to the length of compelling that he properly acquiesce himself of them. The reason for locking in a jury while considering their verdict is obvious. They have quite a different function to discharge from that of the judge, and they have also to discharge it under totally different circumstances. Jurymen on criminal cases are drawn promiscuously from the people, and if allowed after the close of evidence to scatter amongst the community they would be open to influences which might render the return of a true verdict impossible. The more ignorant might be influenced by bogus evidence privately whispered to them, the more susceptible by private calumnies, or the more unscrupulous by still baser means. A judge is in an altogether different position. In the first place he is unapproachable by the common herd, in the second place after he has charged the jury he has done with the trial, and can do nothing to influence the result one way or the other. In other countries juries are placed under much stricter surveillance than here, and allowed no communication with the outer world from the time they are empanelled until their work is finished. Of course it involves some inconvenience, but such small sacrifices of personal liberty are the price at which the advantages of civilised life have necessarily to be purchased. And about the last man whom one would expect to find rising to object to this sacrifice, if the desired object is to be gained, singularly enough turns out in these colonies to be the first.—Sydney Telegraph.

GREAT TRUTHS.

Great truths are very simple truths when finally they are comprehended; but it takes a long while to prepare any mind to comprehend a great truth. For years one may grope in darkness concerning some phase of his spiritual life, or some perplexities of a sacred friendship, or some seeming contradictions in his innermost personal character; when suddenly a light will break in upon the mind, or upon the heart, which instantly makes clear that which before seemed hopelessly dark. A great truth is then perceived in its bearings upon, and so in its explanations of, all that was bewildering and disheartening to one who was in ignorance of that truth. What a new sense of life and hope comes with such a new recognition of a comforting or of an enlightening great truth! In the joy of an experience like this, one can wait and trust in other perplexities which may yet be similarly resolved and dispipated. Thus it is that on the introduction of Clements Tonic everybody was sceptical of its merits; yet now so popular has it become, and so reliable has it proved itself, that hundreds of bogus medicines are placed on the market with which to gull the public. Every genuine article is always limited, and people will always try to impose on the credulity of their suffering fellow-men. Patients must be on their guard against these swindlers, for their remedies are perfectly useless, and while time is being wasted, the disease increases, and perhaps even beyond the power of so potent a remedy as Clements Tonic. Mr. Brand, of 88 Australia-street, Newtown, Sydney, writes:—"I thank you very much for the acknowledgment of the great benefit which my mother has derived by the use of Clements Tonic. My mother was seriously ill from inability to eat and general debility; and in fact her condition caused us great anxiety; we had a great repugnance to using patent medicines, but the numerous cures we heard had been effected by Clements Tonic, and which was corroborated by one of our friends, induced my mother to try one bottle. The effect of this one bottle was marvellous; her appetite has returned, and her health wonderfully improved. We never thought it possible that so great an improvement could have been effected in so short a time. You may make what use of the 'genuine' Clements Tonic is obtained, at the use of imitations must lead to disappointment and regret."

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—"I have prescribed Scott's Emulsion" and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil is not borne. —MARTIN MILES, M.D., St. Stantonbury, Bucks. Any Chemist can supply it. A.S. Watson & Co. (Limited), agents in Hongkong and China.—Advt.

Today's Advertisements.

VICTORIA CHAPTER. No. 525.

A N EMERGENCY CONVOCAION of the above Chapter will be held in the FRANK MARROW HALL, Zeland Street, THIS EVENING, the 4th inst., at 8.30 for 9 o'clock precisely. Visiting Brothers are cordially invited. Hongkong, 4th June, 1892. [526]

Intimations.

THE IMPERIAL HOTEL LTD. TOKIO, JAPAN.

C. S. ARTHUR, Manager.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR, Manager.

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Today's Advertisements.

TO LET For One Year.

From 30th June, 1892 until 30th June, 1893.

A HOUSE in HILL DISTRICT (Magazine) has been erected and is now ready for occupation. It is a large roomy house, with a large hall, and is situated in a quiet and healthy locality. It is suitable for a family or for a small business. For terms apply to MONTAGUE BEART, Beaconsfield. Hongkong, 4th June, 1892. [582]

BAY VIEW HOTEL.

TO-MORROW AFTERNOON. TO-MORROW AFTERNOON. DONT FORGET IT.

TO-MORROW AFTERNOON, THE JUGGLER AND SNAKE CHARMER, IMASHAL, will give one of his interesting performances at BAY VIEW. Commencing at 5 o'clock. Hongkong, 4th June, 1892. [597]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship "FOKIEN."

Captain Davis, will be dispatched for the above Ports, on TUESDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 4th June, 1892. [596]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 4th to the 17th inst., both days inclusive. F. W. CROSS, Manager. Hongkong, 4th June, 1892. [598]

For Sale.

FOR SALE.

THE SCHOONER "MONTIARA."

AS SHE NOW LIES IN YAU-MAT-TAY.

Length 79 feet. Beam 17 feet. Depth of hold 7 feet. Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons dead weight.)

The Montara was built in Singapore, is most solidly constructed of teak throughout, with iron-bound frames, has recently been thoroughly overhauled and under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER SMITH, 6, Pedder's Hill. Hongkong, 17th May, 1892. [525]

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCK.

The Engines of the Chop-cheung were constructed by Messrs. Ingham & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. The Crank Shaft is 6 1/2" dia. at the Crank pin and 7 1/2" dia. at the Journals. The H.P. Piston Rod is 3" dia. and the L.P. 3 1/2" dia. The Piston and Connecting Rod bolts are 3" dia. Air Pump 1 1/2" dia. by 13 stroke. Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. It is 10 ft. 2" by 9 ft. 10" long, external measurements; Furnaces, 2 ft. 7" dia.; Dome, 4 1/2" dia. by 4 ft. high; Tubes, 1 1/2" in number by 3 1/2" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be removed on application to the Superintendent at Aberdeen Dock.

For further particulars, apply to R. FRASER SMITH, 6, Pedder's Hill. Hongkong, 17th May, 1892. [526]

FOR SALE.

A SMALL INVOICE OF THE WELL KNOWN H. MUMM & Co's CHAMPAGNE.

In cases of 1 doz. quarts, at \$25 per case. do 3 doz. quarts, at \$27 do. SHEWAN & Co., Agents. Hongkong, 16th May, 1892. [518]

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:—"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Tank Buildings, Hongkong, 16th June, 1892. [519]

SIEN TING, SURGEON DENTIST, No. 10, DAGUANG STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 10th March, 1892. [515]

FOR SALE.

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THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

- 8.—Arnold, Karberg & Co.
- 10.—Aberdeen Paper Mills Office, Wing Lok St.
- 100.—Aberdeen Paper Mills.
- 24.—Anderson, C. G. C., Praya Central.
- 25.—Aberdeen Dock.
- 35.—Alice Memorial Hospital.
- 48.—Anderson, C. G. C., Praya East.
- 18.—Butterfield and Swire.
- 35.—Do.
- 55.—Bay View Hotel.
- 55.—Blackhead & Co., Magazine Gap.
- 66.—Do. Praya Central.
- 3.—Canille, Dr. J., Victoria Peak.
- 15.—Central Police Station.
- 22.—Chuan Mall.
- 42.—Canadian Pacific Railway & S.S. Co.
- 71.—China Sugar Refinery, Town Office.
- 72.—Do. East Point.
- 12.—"Daily Press."
- 17.—Douglas Laprak & Co.
- 41.—Dodwell, Catill & Co.
- 16.—Dakin Bros. of China, Ltd.
- 14.—E. A. and China Telegraph Co., Ltd.
- 14.—Great Northern Telegraph Co., Ltd.
- 31.—Gibb, Livingston & Co.
- 44.—Government House.
- 40.—Gas Company, Ltd., West Point.
- 49.—Do. East Point.
- 80.—Government Civil Hospital.
- 1.—"Hongkong Telegraph."
- 1.—Hartigan, Dr. Wm., Queen's Road.
- 2.—Canille, Dr. J., Queen's Road.
- 1.—Cowie, Dr. Alex., Queen's Road.
- 9.—Hongkong and Shanghai Bank.
- 11.—Hongkong Club.
- 13.—Hongkong Trading Co., Ltd.
- 20.—Hongkong and Whampoa Dock Co., Ltd.
- 20.—Holliday, Wm. & Co.
- 28.—Holliday, Chas., Residence.
- 32.—Hongkong Hotel, Public Telephone.
- 58.—Hongkong Electric Co., Ltd.
- 45.—Hongkong Rope Factory.
- 67.—Hughes, E. J., Residence.
- 71.—Ho Tung, Praya Central.
- 81.—H. & K. Wharf & Godown Co., Ltd. Praya Central.
- 82.—Ho Tung, Bonham Strand.
- 21.—Jardine, Matheson & Co., Kerosene Godown.
- 23.—Jordan, Dr. G. P., Praya Central.
- 30.—Joseph, H. H., Residence.
- 43.—Jordan, Dr. G. P.
- 50.—Imports and Exports Office.
- 53.—Judd, W., Residence.
- 64.—Kennedy J.
- 64.—Do. Causeway Bay.
- 4.—Laparak, J. D., Stewart Terrace.
- 6.—Manager, Telephone Exchange.
- 35.—Mount Austin Hotel.
- 39.—Mactosh, E., Residence.
- 54.—McGowan, Francis & Co.
- 54.—Nam Wo & Co., Wing Lok Street.
- 25.—Peak Hospital.
- 29.—Peak Hotel & Trading Co., Ltd.
- 10.—P. O. S. N. Co.
- 308.—Quarry Bay Sugar Refinery.
- 34.—Ray, E. C., Residence.
- 51.—Ray, E. C., Office, Pedder's Street.
- 7.—Scott, H. J., Residence.
- 37.—Scottish Oriental S.S. Co., Ltd.
- 49.—Shewan & Co., Praya Central.
- 62.—Stevens & Co., Queen's Road.
- 62.—Stevens, Geo. R., "Green Mount."
- 56.—Victoria Hotel, Public Telephone.
- 16.—Watson, A. S. & Co., Ltd.
- 57.—Wickham, W. H., Residence.
- 63.—Woo Kee & Co., Bonham Strand.
- 38.—Yuen Fat Hong, Bonham Strand.

The Exchange is open day and night.

W. STUART HARRISON, Manager.

Hongkong, 28th May, 1892. [516]

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Sir ROBERT RAWLINSON,

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—110 per cent. prem., buyers.
The National Bank of China, Ltd.—on £5.00, paid up, 26 per cent. dis., sellers.
The National Bank of China, Ltd.—Founders' shares, \$220 per share, buyers.
The Bank of China, Japan & the Straits, Ltd.—\$63 per share, sales and sellers.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$25 per share, sellers.
Chinese Imperial Loan of 1884 B—2 per cent. premium, buyers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—\$89 per share, buyers.
China Traders' Insurance Company—\$59 per share, buyers.
North China Insurance—Tia. 235 per share, ex. div., sellers.
Canton Insurance Company, Limited—\$97 per share, buyers.
Yongtze Insurance Association—\$102, buyers.
On Tai Insurance Company, Limited—Tia. 150 per share.

Hongkong Fire Insurance Company—\$270 per share, sellers.
China Fire Insurance Company—\$83 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.
China and Manila Steam Ship Company—27 per share, buyers.
Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
Douglas Steamship Company—\$37 per share, buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$77 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—\$144 per share, sellers.
Hongkong Hotel Company—\$40 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

The Austin Arms Hotel and Building Company, Limited—\$7 per share, sellers.
The Shamson Hotel Co., Limited—\$10 per share, sellers.
Punfong and Sanghoo Dus Samantan Mining Co.—50 cents per share, buyers.
The Rauh Gold Mining Co., Limited—53 cents per share, sellers.
Imuda Mining Co., Limited—80 cents per share, buyers.
The Balmoral Gold Mining Co., Limited—nominal.
Tongkoo Coal Mining Co.—\$180 per share, buyers.
The Jelebu Mining and Trading Co., Limited—\$5 per share, ex. div., sales and buyers.
The Selama Tin Mining Co., Limited—10 cents per share, sellers.
London and Pacific Petroleum Co., Ltd.—\$3 sellers.
China Sugar Refining Company, Limited—\$133 per share, sellers.
Luvon Sugar Refining Company, Limited—\$30 per share, buyers.
A. S. Watson & Co., Limited—\$16 per share, ex. div., sellers.
Cruckshank & Co., Limited—\$10 per share, buyers.
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
The Hongkong Land Investment Co., Limited—\$58 per share, sales and sellers.
The West Point Buildings Co., Limited—\$22 per share, sellers.
H. G. Brown & Co., Limited—\$37 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$50 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
Hongkong Gas Company—\$120 per share, nominal.
Hongkong Ice Company—\$69 per share, sellers.
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.
The Green Island Cement Co.—\$3 per share, sellers.
The Hongkong Electric Light Co., Limited—\$31 per share, sellers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$50 per share, sellers.

EXCHANGE.

On LONDON—Bank, T. T. 2/10 1/2
Bank Bills, on demand 2/10 1/2
Bank Bills, at 4 months' sight 2/10 1/2
Credits at 4 months' sight 2/11 1/2
Documentary Bills, at 4 months' sight 2/11 1/2
On PARIS—
Bank Bills, on demand 3/61
Credits, at 4 months' sight 3/70
On INDIA—
T. T. 221
On Demand 221 1/2
On SHANGHAI—
Bank, T. T. 72 1/2
Private, 30 days' sight 73

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. J. G. H. Amherst. Mr. Morgan.
Mr. L. Bouquet. Mr. T. Mitchell.
Mr. & Mrs. R. Bowden. Mr. James Mitchell.
and family. Mr. M. Morton, D.A.
Rev. A. H. Britten. Capt. Palmer.
Mr. S. N. Cohen. Mr. J. Ruben.
Mr. Corbett. Mr. E. B. Savage.
Staff-Capt. J. Edwards. Mr. H. R. Shaw.
Mr. J. S. Hervas. Mr. F. E. Shaw.
Mr. E. Knapp. Mr. J. M. Speet.
Mr. G. H. Maylor. Mr. W. Taro.
Capt. Tillet.

Shipping.

HAIPHONG, British steamer, 1,120, W. Y. Hunter, 31 June—Moff 28th May, Coal—D. Laprak & Co.
FUJING, Chinese steamer, 526, J. Watts, 31 June—Canton 28th May, Coal—C. E. & Co.
MEXICO, Chinese steamer, 1,138, W. H. Lim, 4th June—Canton 4th June, General—C. M. S. N. Co.
TRIUMPH, German steamer, 674, J. R. B. Smith, 4th June—Pakhoi 1st June, General—Ed. Schellhaas & Co.
FOXIN, British steamer, 509, W. Davis, 4th June—Tamsui 3rd June, Alloy and Swallow—J. D. Laprak & Co.
CHURCH, German steamer, 623, W. Wendi, 4th June—Haiphong 2nd June, General—A. N. Mary.

PALMAS, British steamer, 1,560, W. Taylor, 4th June—Kobe 29th May, General—Gibb, Livingston & Co.
CHINTUNG, Chinese steamer, 835, Windsor, 4th June—Newchwang 28th May, and Chefoo 29th, General—C. M. S. N. Co.
SHEWAN, British steamer, 845, E. F. Stowell, 4th June—Saloon 31st May, Rice—Kien Tye & Co.
ARAGAO, Japanese steamer, 1,521, H. Selck, 4th June—Nagasaki 30th May, Coals—Mitau Bishi Colliery.

CLEARANCES AT THE HARBOUR OFFICE.
Agamemnon, British steamer, for Singapore, &c. Chartered Towers; British steamer, for Kutchinotau.
Meyfoo, Chinese steamer, for Swatow.
Choyang, British steamer, for Shanghai.
Nancho, Chinese steamer, for Shanghai.
Kong Seng, British steamer, for Hongkong.
Swatow, British steamer, for Newchwang.
Rio, German steamer, for Saigon.
Nanchang, British steamer, for Swatow.
Pingsha, British steamer, for Saigon.
Brindley, British steamer, for Saigon.
Chingta, British steamer, for Port Darwin, &c.
Triumph, German steamer, for Holhow.

DEPARTURES.
June 4, Piccola, German steamer, for Hollo.
June 4, Glenfalloch, British str., for Shanghai.
June 4, Benalder, British steamer, for Saigon.
June 4, Cathay, British str., for Shanghai.
June 4, Nobs, German steamer, for Kobe, &c.
June 4, Kong Seng, British str., for Holhow, &c.
June 4, Halphong, French str., for Holhow, &c.
June 4, Pungping, Chinese str., for Shanghai, &c.
June 4, Chingta, British str., for Port Darwin.
June 4, Benglo, British steamer, for Saigon.
June 4, Amos, British str., for Swatow, &c.
June 4, Choyang, British str., for Shanghai.

PASSENGERS—ARRIVED.
Per Triumph, str., from Pakhoi, &c.—Mr. W. Hifer, and 35 Chinese.
Per Fokien, str., from Tamsui, &c.—Mr. Sales, and 65 Chinese.
Per Sikan, str., from Saigon—31 Chinese.

REPORTS.
The British steamship Haiphong reports that she left Moji on the 28th ultimo. Had light westerly and south-westerly breeze to Turnabout; then to port had south-westerly breeze and fine weather. On the 1st instant, passed the steamship Halphong off Ochoa.
The Chinese steamship Chintung reports that she left Newchwang on the 28th ultimo, and Chfoo on the 29th. From Chfoo to Saddle had strong south-east winds and rain. From Saddle to Lammocks had light southerly wind and fog. From Lammocks to port had light south-west winds and fine weather.
The British steamship Fokien reports that she left Tamsui on the 31st instant. Amoy on the 31st, and Swatow on the 3rd. From Tamsui had strong south-west winds and the latter part had first part of the passage, and the latter part had moderate wind and foggy weather to Amoy. From Amoy had light south-west wind and foggy weather throughout to Swatow. From Swatow had calm and light south-west wind and fine weather to port. In Swatow the steamship Taiwan.

A MAIL WILL CLOSE
For Canton—Per Pownan—tomorrow, the 5th instant, at 9 A.M.
For Kutchinotau—Per Charlers Towers—tomorrow, the 5th instant, at 9 A.M.
For Saigon—Per Rio—tomorrow, the 5th instant, at 9 A.M.
For Swatow, Fochow, and Tientsin—Per Nanchang on Monday, the 6th instant, at 9 A.M.
For Macao—Per Hungshan on Monday, the 6th instant, at 9 A.M.
For Canton—Per Fokien on Monday, the 6th instant, at 9 A.M.
For Swatow, Amoy, and Tamsui—Per Fokien on Monday, the 6th instant, at 9 A.M.
For Saigon—Per Propolis on Monday, the 6th instant, at 9 A.M.
For Swatow and Bombay—Per Venetia on Tuesday, the 7th instant, at 11.30 A.M.
For Singapore, Penang, and Calcutta—Per Arratoon Apcar on Tuesday, the 7th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

AGAMEMNON, British steamer, 1,491, Williams, 2nd June—Shanghai 29th May, General—Butterfield & Swire.
ARRATON APCAR, British steamer, 1,393, J. E. Hansen, 2nd June—Calcutta, and Singapore 29th May, Opium and General—D. S. S. Sons & Co.
BATAVIA, British steamer, 1,661, J. R. Hill, 30th May—Portland, Oregon 26th April, General—Dedwell, Carill & Co.
BENLIDY, British steamer, 1,491, John H. Clark, 30th May—Moff 26th May, Coal—Gibb, Livingston & Co.
CHARTERS TOWERS, British steamer, 1,905, Murray, 2nd June—Kutchinotau 29th May, Coal—Mitau Bishi Colliery.
CICERO, British steamer, 1,050, A. George, 2nd June—Saloon 29th May, Rice—Arnhold, Karberg & Co.
DETAWONGER, British steamer, 1,057, P. H. Loff, 2nd June—Bangkok 28th May, Rice and General—Yuen Fat Hoong.
DOZ JUAN, Spanish steamer, 654, R. Beltran, 27th May—Manila 21st May, General—Brand & Co.
FAME, British steamer, 117, Captain Melissae, Freij, Douglas Government tender.
FREIJ, Douglas Government tender, 30th May—Pakhoi 28th May, and Holhow 29th, General—Arnhold, Karberg & Co.
GENERAL WERDER, German steamer, 3,025, R. Blanks, 28th May—Yokohama 20th May, Kobe 22nd, and Nagasaki 24th, Mail and General—Melchers & Co.
LANGLIST, British steamer, 1,565, Case, 25th May—Saloon 21st May, General—Arnhold, Karberg & Co.
NANCHANG, British steamer, 1,063, R. Finlay, 20th May—Canton 3rd June, General—Butterfield & Swire.
OCHIAI, British steamer, 1,100, J. M. Dalrymple, 20th May—Singapore 16th May, General—Butterfield & Swire.
PROPOSITA, British steamer, 1,287, W. H. Farrand, 31st May—Saloon 27th May, Rice—Arnhold, Karberg & Co.
PILOT, British steamer, 161, A. Stoppa, 31st May—Hongkong and Whampoa Dock Co.
RIO, German steamer, 1,000, F. T. Hilder, 20th May—Saloon 26th May, Rice—Waller & Co.
STRATFALL, British steamer, 1,450, R. McKee, 25th May—Balmora 14th May, Petroleum—Jardine, Matheson & Co.
SWATOW, German steamer, 650, Blago, 31st May—Singapore 25th May, Wood—Ed. Schellhaas & Co.

HONGKONG—STEAMERS
Continued.
TAI-CHING, German steamer, 838, Splen, 3rd June—Saigon 30th May, Rice—Meyer & Co.
TORRINGTON, British steamer, 1,565, Geo. R. Berwick, 2nd June—Hamburg, via Tournon 1st January, Coal and General—Dedwell, Carill & Co.
ZAMBEZI, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu and April, General—Gibb, Livingston & Co.

SAILED VESSELS.
ADOLPH, German bark, 867, Westergaard, 28th April—Hamburg 17th Dec., General—Arnhold, Karberg & Co.
ARON, Norwegian bark, 634, A. Christensen, 24th May—Rajung 1st May, Timber—Ed. Schellhaas & Co.
CHARMER, American ship, 1,796, J. W. Holmes, 14th May—New York 30th Nov., Kerosene Oil—Jardine, Matheson & Co.
CITY OF BALDWIN, British steamer, 1,415, D. McAlpin, 14th June—Baltimore 22nd April, Kerosene Oil—D. S. S. Sons & Co.
COLUMBUS, German ship, 1,429, F. Stover, 30th May—Singapore 19th May, Ballast—Melchers & Co.
MABEL TAYLOR, British steamer, 1,298, C. E. Dukes, 1st June—New York 28th Dec., Kerosene Oil—Hewitt & Co.
MCCLARIN, American ship, 1,343, Frank L. Oakes, 25th May—New York 3rd January, Kerosene Oil—Jardine, Matheson & Co.
OMEGA, British bark, 280, W. Brown, 8th May—Callao 27th March, General—Order.
PREHAY, British bark, 775, Inokay, 7th May—Saloon 20th April, Coals—Order.
SPINAWAY, British three-masted schooner, 325, J. Carrick, 31st May—Carnarvon (W.A.), 25th April, Sandalwood—Siemens & Co.
TARAPACA, British bark, 450, H. Kennett, 27th May—Galapagos 16th May, Timber—Order.

WANDERER, American ship, 1,650, D. C. Nichols, 12th May—New York 1st Dec., Kerosene Oil—Order.
WM. H. SMITH, American ship, 1,908, R. B. Brown, 15th March—New York 10th Oct., Kerosene Oil—Jardine, Matheson & Co.
WM. J. ROYCE, American ship, 1,665, Geo. L. Bray, 28th April—San Francisco 7th March, Ballast—Order.

Intimations.
F. Blackhead & Co.
SHIP-CHANDLERS, SAIL-MARKERS,
and PROVISION MERCHANTS,
and GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Padder's Wharf).

SOLE AGENT FOR
RAHTJEN'S GENUINE COMPOSITION
THE BOTTOMS OF IRON SHIPS.
HARTMAN'S GREY PAINT, specially man-
ufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED
EXTRA PRIME PORK AND BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED
HAMS AND BACON.
CHR. MOTZ & CO., ROUDEX CLARETS,
CEMENT from the celebrated Factory of
Hannover.

FLANSBURG STOCK, BEER,
ENGINEERS' and BLACKSMITHS'
MACHINERY and TOOLS.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.
Des. Coteaux at its finest old BRANDY,
COGNAC, 4 Stars, selected expressly for F. B. &
Co., Sole Agents.

SOLE AGENTS
FOR CHINA AND JAPAN
FOR THE
TULE LIFE PRESERVER
AND RAFT.
Manufactured by the
LEDUC TULE IMPROVEMENT COMPANY,
SAN FRANCISCO, CAL.

THE "MANDARIN" RAZOR.
FOR a most comfortable, safe, and
luxurious and delightful shave, no
shaver can be compared with the
celebrated Mandarins. They are
the best, most reliable, easiest, and cheapest
high-class Razors known. Thousands of respec-
table testimonials can be had direct from
the maker, A. ARBENZ, BIRMINGHAM, infor-
mer of the original, and only remains: 4 Gen-
eral Agents in Hongkong: DAKIN, BROS. & CO.,
LTD., CHEUNG LEE, and BRITISH, QUEEN'S ROAD,
opposite Hongkong Hotel.

Guillot's Tar Solution
Cures Colds, Coughs,
Pulmonary Consumption,
Whooping Cough,
Catarrh of the blad-
der, etc. The best
Hygienic and pre-
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cases of Epide-
mies, Fevers,
Cholera, etc.
It destroys all
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in impure
water.
Used with
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tar solu-
tion—Guillot's
Tar Solution.
Doctors in all
countries have
tried Guillot's Tar,
to its great advantage
the important services
it renders. This pro-
position, I hope, soon to
be universally popular.
Prof. BAZIN,
Paris, writes: "Guillot's
Tar Solution is a most
valuable medicine."
Agents in Hongkong—
A. S. WATSON & Co., Ltd.,
DAKIN, BROS. & CO., LTD.

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der, etc. The best
Hygienic and pre-
servative drink in
hot climates in
cases of Epide-
mies, Fevers,
Cholera, etc.
It destroys all
bad germs
in impure
water.
Used with
the great
tar solu-
tion—Guillot's
Tar Solution.
Doctors in all
countries have
tried Guillot's Tar,
to its great advantage
the important services
it renders. This pro-
position, I hope, soon to
be universally popular.
Prof. BAZIN,
Paris, writes: "Guillot's
Tar Solution is a most
valuable medicine."
Agents in Hongkong—
A. S. WATSON & Co., Ltd.,
DAKIN, BROS. & CO., LTD.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking Saturday, 25th June.
City of Rio de Janeiro Tuesday, 19th July.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on SATURDAY, the 25th June,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London 315.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.
DESTINATION. 1st Class. 2nd Class. 3rd Class.
Kansas City, Mo., Omaha, Neb. 225.00 225.00 225.00
St. Louis, Mo. 225.00 225.00 225.00
St. Paul, Minn., Minneapolis, Minn. 225.00 225.00 225.00
Chicago, Ill. 225.00 225.00 225.00
Milwaukee, Wis. 225.00 225.00 225.00
Cincinnati, Ohio 225.00 225.00 225.00
Columbus, Ohio 225.00 225.00 225.00
Detroit, Mich. 225.00 225.00 225.00
Cleveland, Ohio 225.00 225.00 225.00
Toronto, Canada 225.00 225.00 225.00
Pittsburg, Penn. 225.00 225.00 225.00
Niagara Falls, N.Y., Buffalo, N.Y. 225.00 225.00 225.00
Washington, D.C., Baltimore, Md. 225.00 225.00 225.00
Philadelphia, Penn. 225.00 225.00 225.00
New York, N.Y. 225.00 225.00 225.00
Boston, Mass. 225.00 225.00 225.00
Portland, Maine 225.00 225.00 225.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials and the families.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and inland cities
in the United States, via Overland Railways, to
Mexico, Central and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 1 P.M. same day.
All Parcel Packages should be marked to ad-
dress in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Collector of Customs, San Francisco, in the
Company's Office, addressed to the Company's
Collector of Customs, San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd June, 1892.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—
awarded the highest Prizes at every Exhibition;
and for Volkmann and Sohn's
CELESTIAL MAPS, PERMANENT GLASSES,
MARINE GLASSES, and GLASSES.
No. 8, Queen's Road, Central. 1892

THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ltd.)
CONSULTATION FREE.
Hongkong, 27th July, 1892.

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ACCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic Tuesday, 14th June.
Oceanic (via Honolulu) Thursday, 7th July.
Gaelic Saturday, 30th July.

THE Steamship
"BELGIC"
will be despatched for San Francisco, via
Yokohama, on TUESDAY, the 14th June,
at 1 P.M. Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
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St. Paul, Minn., Minneapolis, Minn. 225.00 225.00 225.00
Chicago, Ill. 225.00 225.00 225.00
Milwaukee, Wis. 225.00 225.00 225